



**FAIRCHESTER WOODS
CIVIC ASSOCIATION**
P.O. Box 3485, Fairfax, Virginia 22030

Memo

To: Mayor, Council Members
City Manager and Staff

From: Douglas F. Schauss, President
Fairchester Woods Civic Association

Re: Traffic Calming Measures

Ladies and Gentlemen:

Attached is a revised copy of our adopted traffic calming measures and its accompanying position paper for your review and consideration. After more than two years of on-again, off-again neighborhood traffic studies, discussions, and outreach, our association has adopted the traffic calming measures listed within.

Fairchester Woods Civic Association would hope that you consider adoption and subsequent approval, of these measures into a citywide effort to address neighborhood cut-through traffic in general, and specifically the traffic concerns in Fairchester Woods. We request city guidance as to the appropriateness of these measures and whether our efforts will bear fruit or work counter to the objectives of citywide traffic policy.

I have proposed two phases, the first of which is three parts and the second of which has two parts. It is our wish that once approved, these measures will improve our quality of life with respect to traffic concerns in our neighborhood, and be instituted slowly and methodically so as to not shock our neighborhood residents into an unfavorable opinion of well intended measures.

Therefore, I look forward to designing a plan of action with city staff that will accomplish our goals of making our neighborhood safer for our children, more pleasant for our residents, and a model community in addressing neighborhood traffic concerns.

Sincerely

Douglas F. Schauss, President
Fairchester Woods Civic Association

DRAFT

August 28, 2003

Traffic Calming Project Fairchester Woods Civic Association

Neighborhood Goals

- Control cut-through traffic equitably
- Minimize inconvenience to residents
- Employ minimal measures to preserve neighborhood character
- Improve pedestrian safety, especially for children

Objectives

Fairchester Drive – reduce speed stabilize/reduce volume, improve safety

Bevan Drive – reduce speed, stabilize/reduce volume, improve safety

Warwick Avenue – reduce speed, stabilize/reduce volume, improve safety

Orchard Drive/McLean Avenue – reduce speed, stabilize/reduce volume, improve safety,
increase proper stops

City Actions

The city staff has agreed to immediately proceed with the following items that do not require neighborhood consensus to implement:

1. Designation of residential permit parking on Warwick Avenue (the first phase was approved by City Council in July).
2. Installation of “Blind Pedestrian” signs in the area where a blind resident resides on Fairchester Drive.
3. Approaching the private resident at the corner of Warwick and Burrows to clear the sight triangle in accordance with the city code.

The city is also in the process of hiring a traffic signal specialist. This position will develop and implement traffic signal timing changes, such as have been expressed by neighborhood residents for the Route 50 corridor especially at Waples Mill Road.

PHASE I

Part 1

1. Raised Crosswalks -1 Bevan/Fairchester
2. Raised Crosswalks - 2 Bevan/Orchard
3. Letter and Recommendations from City Council to Reiterate and Enforce No Dealership Traffic Thru Neighborhood and signs at Warwick/McLean and Bevan/50 by service drive stating “No Test Driving”
4. 3-Way Stop Warwick/Meredith

Part 1 actions will be implemented for a minimum of 90 days at which time traffic speed and volume data will be collected and analyzed before proceeding with any Part 2 actions.

Part 2

To be implemented based on data collected and analysis of whether or not stated goals have been met.

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|--|-----------------------|
| 1. Speed Hump -1 | Bevan/Fairchester |
| 2. Raised Crosswalks - 1 | Bevan/Orchard |
| 3. 3-Way Stop | Fairchester/Hill |
| 4. 3-Way Stop | Fairchester/Ren |
| 5. 2-Way Stop Sign | Bend @ McLean/Orchard |
| 6. Painted Stop Ahead on Road | Warwick/Hill |
| 7. Designate residential speed zones per city policy denoting maximum fine of \$200 on those blocks meeting criteria stated in the policy. | |

Part 2 actions will be implemented for a minimum of 90 days at which time traffic speed and volume data will be collected and analyzed before proceeding with any Part 3 actions.

Part 3

To be implemented based on data collected and analysis of whether or not stated goals have been met.

1. No Right Hand Turn 6-9 am onto Bevan from Main Street/Route 50
(There should be discussions with representatives from City Schools, the Fairfax County Schools Transportation Office and affected businesses prior to implementing this measure.)
2. Block off or dead end McLean Ave. at point of Duplexes and Single Family turning McLean into Court with no exit or entry at/from Warwick/Lee Highway
(In place of stop sign at Orchard/McLean)
3. Speed Humps (2) Burrows (East & West) at Orchard
4. Painted Stop Ahead on Road Burrows Approaching Orchard from Cobbdale
5. Raised Crosswalk Warwick at bus stop near Burrows

Part 3 actions will be implemented for a minimum of 90 days at which time traffic speed and volume data will be collected and analyzed. No Phase II recommendations will be implemented without first holding a community meeting to discuss the experience with Phase I.

PHASE II

Part 1

1. Raised Crosswalks Warwick/Hill
2. Raised Crosswalk On Bevan between Fairchester and Woodhaven
3. No Right-Hand Turn 6-9 am onto Fairchester from Lee Highway
(There should be discussions with representatives from City Schools, the Fairfax County Schools Transportation Office and affected businesses prior to implementing this measure.)
4. Speed Hump Fairchester near Egan

Part 1 actions will be implemented for a minimum of 90 days at which time traffic speed and volume data will be collected and analyzed before proceeding with any Part 2 actions

Part 2

To be implemented based on data collected and analysis of whether or not stated goals have been met. Item 1 is subject to additional funding being appropriated by City Council.

1. Level/Regrade Hill Orchard/Burrows
(This project would involve considerable expense and would need to be part of the City's Capital Improvement Program)
2. 3-way Stop Warwick/Burrows
(replacing raised crosswalk)

** Please note, other, measures/ideas may be proposed and would be discussed at a general membership meeting of the association and if adopted would be incorporated into the plan in addition to or in place of the proposed measures.

Fairchester Woods Traffic Task Force
Cause and Effect Position Paper
Final Approved DRAFT

Revised: August 28, 2003

Fairchester Woods Civic Association

General Statement of Problem:

- Increasing volumes of “cut-through” traffic in Fairchester Wood’s area, especially at peak commuter hours.
- Excessive speed in particular areas and times of the day.
- Failure by some motorists to observe stop signs, speed signs and parking restrictions.
- Increase in traffic violations and citations.

Neighborhood Goals:

- Control cut-through traffic in the Fairchester Woods area in a manner that is equitable for all residents of the area.
- Minimize day-to-day inconvenience to residents.
- Employ minimum tools to achieve stated goals while preserving neighborhood character and values for residents.
- Significantly increase the safety of neighborhood residents, principally children City Tasks

The following tasks are requested to be performed by city staff in support of this plan.

- Implementation of recommended measures.

- Monitoring of traffic speed and volume at selected locations.
- Enforcement of traffic laws in general and, specifically, speed limits, stop signs, and any turn restrictions implemented under this plan.
- Liaison efforts with automobile dealerships and other businesses.
- Liaison efforts with schools.

Problem Area 1 – Bevan Drive between Route 50 and Orchard Street

Specific Problems Identified:

- Excessive Maximum Speed (49 mph recorded in 25 mph zone).
- Excessive typical speed (33 mph eighty fifth percentile in 25 mph zone).
- High traffic volume (3-4,000 v/d, peak hourly volumes 350 v/hr).

Special Factors Identified:

- Commuter cut-through route between Jermantown Road and Route 50/Main Street.
- School bus route to Sydney Lanier Middle School.
- Commuter route for parents who drop student off at two neighborhood schools – Sydney Lanier Middle and Providence Elementary Schools.
- Fourth longest sight distance and unimpeded flow on cut-through commuter route through Fairchester Woods.
- Student walk-to-school route for both Providence and Sydney Lanier schools.

Objectives :

- Reduce 85th percentile speed to less than 25 mph.
- Reduce excessive maximum speed to less than 35 mph.
- Stabilize or reduce peak hour traffic volumes.
- Raise safety standards for walk-to-school students
- Improve safety for all pedestrians and bicyclists.

Problem Area 1 – Bevan Drive between Fairchester Drive and Orchard Street

Proposed Actions:

Phase I

1. Install one raised stamped asphalt style brick crosswalks on Bevan at the north side of the intersection with Fairchester and one speed hump on Bevan between Fairchester and Route 50.
2. Install three raised stamped asphalt style brick crosswalks at Bevan and Orchard.
3. Letter and recommendation from City Council to reiterate and enforce a ban on automobile test driving in the neighborhood and installation of a sign stating “No Test Driving: at the intersection of Bevan Drive and Route 50 by the service drive.
4. No Right Hand Turn, 6-9 a.m. onto Bevan from Main Street/Route 50.
(There should be discussions with representatives from City Schools, the Fairfax County Schools Transportation Office and affected businesses prior to implementing this measure.)
5. Designate residential speed zones per city policy denoting maximum fine of \$200 on those blocks meeting criteria stated in the policy

Phase II

1. Install asphalt speed hump on Bevan Drive between Fairchester and Woodhaven Drive.

Problem Area 2 – Fairchester Drive between Bevan Drive and Woodhaven Drive

Specific Problems Identified:

- Maximum Speed (34 mph recorded in 25 mph zone) but reports from residents indicate that many vehicles are traveling too fast for conditions.
- High traffic volume (1-2,000 v/d, peak hourly volumes 150 v/hr).

Special Factors Identified:

- Commuter cut-through route between Route 29/50 and Jermantown Road.
- Paul VI Catholic School team sports commuter route to Kutner Park. Excessive speeds recorded when students travel to Kutner for team practice.
- Commuter route for parents who drop students off at Sydney Lanier and Providence Elementary Schools from Westmore and Warren Woods areas.
- Impeded sight line with narrowed road width (cars parking on both sides of roadway) and sharp curve on Fairchester Drive.

- No available sidewalks along Fairchester corridor.

Objectives:

- Reduce excessive maximum speed to less than 30 mph.
- Stabilize or reduce peak hour traffic volumes.
- Raise safety standards for walk-to-school students
- Improve safety for all pedestrians and bicyclists

Problem Area 2 – Fairchester Drive between Bevan and Woodhaven

Proposed Actions:

Phase I

1. Install 3-Way Stop Sign at Fairchester Drive and Hill Street.
2. Install 3-Way Stop Sign at Fairchester Drive and Ren Road.
3. Designate residential speed zones per city policy denoting maximum fine of \$200 on those blocks meeting criteria stated in the policy

Phase II

1. Install No Right Hand Turn, 6-9 a.m. onto Fairchester from Lee Highway/Route 29. (There should be discussions with representatives from City Schools, the Fairfax County Schools Transportation Office and affected businesses prior to implementing this measure.)
2. Install an asphalt speed hump on Fairchester at the west-most intersection with Egan..

Problem Area 3 – Warwick Avenue between Bevan and Burrows

Specific Problems Identified:

- Excessive Maximum Speed (49 mph recorded in 25 mph zone).
- Excessive typical speed (29 mph eighty fifth percentile in 25 mph zone).
- High traffic volume (2-3,000 v/d, peak hourly volumes 100 v/hr).

Special Factors Identified:

- Commuter and bus route between Route 29/50 and Jermantown Road.

- Main entry and exit route for neighborhood traffic.
- Commuter route for parents who drop students off at Sydney Lanier and Providence Elementary Schools from Westmore and Warren Woods areas.
- Long sight line with narrowed road width (cars parking on both sides of roadway).
- Bus stop and Fairchester Woods Park located on Warwick.

Objectives:

- Reduce excessive maximum speed to less than 30 mph.
- Stabilize or reduce peak hour traffic volumes.
- Raise safety standards for walk-to-school students
- Improve safety for all pedestrians and bicyclists

Problem Area 3 – Warwick Avenue between Bevan and Burrows

Proposed Actions:

Phase I

1. 3-Way Stop Sign at Warwick and Meredith.
2. Reflective Painted Stop Ahead on Warwick approaching Hill Street from both directions.
3. Designate residential speed zones per city policy denoting maximum fine of \$200 on those blocks meeting criteria stated in the policy.
4. Install raised stamped asphalt style brick crosswalk near Burrows at the bus stop.

Phase II

1. Install raised asphalt Crosswalk on Warwick at the west side of the intersection with Hill.
2. Install 3-way stop sign at Warwick and Burrows.

Problem Area 4 – Orchard and McLean between Bevan and Lee Highway

Specific Problems Identified:

- Excessive Maximum Speed (47 mph recorded in 25 mph zone).
- Excessive typical speed (40 mph eighty fifth percentile in 25 mph zone).

- High traffic volume (1-2,000 v/d, peak hourly volumes 50-100 v/hr).

Special Factors Identified:

- Commuter and school bus route between Route 29/50 and Jermantown Road.
- Main entrance and exit route for neighborhood traffic to Jermantown Road.
- Commuter route for parents who drop students off at Sydney Lanier and Providence Elementary Schools.
- Crossing guard station at Bevan and Orchard for walk to school students.
- Frequently observed “roll” stops by commuters and school drop-off traffic through this intersection.
- Frequent accidents at Orchard and Burrows hill where, excessive speed and car stunts (hill jumping) have been attributed to accidents recorded at this site.
- School bus refuses to stop at Orchard/Burrows intersection because of the safety factors involved.
- Main cut-through intersection (Orchard/Burrows) for Paul VI High School traffic and Lee Highway/Route 29 bound commuter traffic.

Objectives:

- Reduce excessive maximum speed to less than 35 mph.
Reduce excessive 85th percentile speeds to less than 25mph.
- Stabilize or reduce peak hour traffic volumes.
- Raise safety standards for walk-to-school students
- Improve safety for all pedestrians and bicyclists
- Increase significantly the number of “proper” stops at all intersections.

Problem Area 4 – Orchard and McLean between Bevan and Lee Highway

Proposed Actions:

Phase I

1. Install 2-way Stop Sign at the bend of Orchard and McLean.

2. Install “No Test Driving” sign at the entrance of McLean in plain view of DAR CARS Dealership lot entrance on McLean.
3. Install reflective painted Stop Ahead on Burrows approaching Orchard from Cobbdale.
4. Install two speed humps on Burrows at east and west side approaching Orchard.
5. Designate residential speed zones per city policy denoting maximum fine of \$200 on those blocks meeting criteria stated in the policy.
6. Block off or dead end McLean Ave. at point of Duplexes and Single Family turning McLean into Court with no exit or entry at/from Warwick/Lee Highway if item 1. does not have a significant measurable impact.

Phase II

1. Level and regrade the hill at Orchard and Burrows.